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ANNUAL REPORT

OF THE

BOARD OF CANAL COMMISSIONERS,

WITH

ACCOMPANYING DOCUMENTS,

For the fiscal year ending November 30, 1855.

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## COMMUNICATION.

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CANAL COMMISSIONERS' OFFICE, }  
*Harrisburg, December 29, 1855.* }

To his Excellency JAMES POLLOCK,  
*Governor of Pennsylvania :*

SIR :—I have the honor to transmit herewith the annual report of the Board of Canal Commissioners, for the fiscal year ending November 30, 1855.

I have the honor to be,

Very respectfully,

Your obedient servant,

WM. HOPKINS, *President.*



# REPORT.

The Board of Canal Commissioners submit the following report for the fiscal year ending November 30, 1855:

The receipts and expenditures for the year were as follow:

## RECEIPTS FOR ALL PURPOSES.

<i>Columbia Railroad.</i>		
Philadelphia.....	\$454,817 25	
Paoli.....	23,997 95	
Parkesburg.....	42,783 92	
Lancaster.....	59,531 33	
Columbia.....	275,929 39	
		\$857,059 84
<i>Portage Railroad.</i>		
Hollidaysburg.....	\$12,868 17	
Johnstown.....	5,281 92	
		18,150 09
<i>Main Line of Canal.</i>		
Columbia, (including out-let lock)....	\$66,433 98	
Portsmouth.....	32,147 43	
Harrisburg.....	31,027 91	
Newport.....	5,465 44	
Lewistown.....	5,822 11	
Huntingdon.....	4,284 74	
Hollidaysburg.....	32,742 37	
Johnstown.....	2,282 01	
Blairsville.....	3,338 73	
Freeport.....	2,792 60	
Pittsburg.....	53,929 90	
Out-let lock, Portsmouth.....	1,416 91	
Duncan's island bridge.....	1,021 78	
Juniata aqueduct.....	88 14	
Freeport aqueduct.....	213 72	
		243,007 77
<i>Delaware Division.</i>		
Easton.....	\$348,292 46	
New Hope.....	14,749 75	
Bristol.....	25,872 42	
		388,914 63
<i>West, Lower North Branch and Susquehanna Divisions.</i>		
Dunnsburg.....	\$24,672 32	
Williamsport.....	41,801 82	
Northumberland.....	48,555 84	
Beach Haven.....	232,612 47	
Liverpool.....	58,316 82	
		405,989 27
Total receipts.....		\$1,913,121 60

# ANNUAL REPORT OF THE

EXPENDITURES.			
For maintaining motive power on the Philadelphia and Columbia railroad, exclusive of the purchase of locomotive engines, patent right turn-table, steam hammer, and addition to depot at West Philadelphia.....	\$325,943 41		
For repairs on the Philadelphia and Columbia railroad, including re-building Downingtown and Piqua viaducts.....	104,300 00		
For collectors, weigh-masters, inspectors, and incidental expenses of their offices.....	11,895 09		\$442,138 50
For maintaining motive power on the Allegheny Portage railroad, including the management and repair of State trucks, exclusive of the purchase of locomotive engines.....	197,468 58		
For repairs.....	42,716 75		
For collectors, weigh-masters, inspectors, and incidental expenses of their offices.....	3,772 43		
For use of Pennsylvania railroad.....	12,500 00		256,457 75
MAIN LINE OF CANAL.			
<i>Eastern Division.</i>			
Repairs.....	\$44,289 17		
Breaches.....	411 48		
Bridges.....	1,496 07		
Lock-tenders.....	6,824 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	6,427 82		
		59,448 54	
<i>Lower Juniata Division.</i>			
Repairs.....	\$24,500 00		
Bridges.....	300 00		
Lock-tenders.....	3,957 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	2,041 50		
		30,798 50	
<i>Upper Juniata Division.</i>			
Repairs.....	\$42,900 00		
Breaches.....	309 75		
Bridges.....	500 00		
Lock-tenders.....	8,288 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	2,697 42		
		54,695 17	
<i>Upper Western Division.</i>			
Repairs.....	\$16,343 42		
Breaches.....	732 98		
Bridges.....	1,074 97		
Lock-tenders.....	8,340 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	2,330 84		
		28,822 21	
<i>Lower Western Division.</i>			
Repairs.....	*\$34,832 18		
Bridge.....	875 00		
Carried forward.....	35,707 18	173,764 42	698,596 25

\* On this amount, \$34,832 18, the actual cost of repairs on the Lower Western division, \$20,875 00 was for finishing the re-building of the Freeport aqueduct, which was destroyed in 1854, of which \$9,582 93 was paid from the breach fund of 1854, and \$11,000 from the repair fund of 1855.

# BOARD OF CANAL COMMISSIONERS.

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Brought forward.....	\$35,707 18	\$173,764 42	\$698,596 25
Lock-tenders.....	2,600 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	5,165 00		
		43,472 18	
Total main line.....			217,236 60
<i>Susquehanna Division.</i>			
Repairs .....	\$34,000 00		
Bridges .....	996 93		
Lock-tenders .....	2,448 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	3,154 39		
		40,599 22	
<i>West Branch Division.</i>			
Repairs .....	\$19,000 00		
Breaches.....	1,400 00		
Bridges.....	1,500 00		
Lock-tenders.....	3,036 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	2,231 51		
		27,167 51	
<i>Lower North Branch Division.</i>			
Repairs.....	\$34,214 12		
Breaches.....	4,178 61		
Bridges .....	2,490 51		
Lock-tenders.....	3,288 00		
Collectors, weigh-masters, inspectors and incidental expenses of their offices...	2,558 80		
		46,730 04	
Total of Susquehanna, North and West Branches..			114,496 87
<i>Delaware Division.</i>			
Repairs .....		\$44,319 21	
Breaches.....		1,500 00	
Bridges .....		2,092 84	
Lock-tenders.....		6,941 00	
Collectors, weigh-masters, inspectors and incidental expenses of their offices.....		5,244 81	
			60,097 86
RECAPITULATION.			
Expenses of Columbia railroad.....	\$442,138 50		
Do.... Portage railroad.....	256,457 75		
Do.... Main line of canal.....	217,236 60		
Do.... Susquehanna, North and West Branches.	114,496 87		
Do.... Delaware division.....	60,097 86		
Total expenditures .....			1,090,427 58
Total receipts .....			1,913,121 60
Receipts over expenditures.....			822,694 02
Add tonnage tax on roads competing with public works.....			196,935 76
Making the actual profits of the works over expenditures for 1855.....			1,019,629 78
* This sum is made up as follows:			
Pennsylvania railroad .....		\$165,041 07	
Harrisburg and Lancaster railroad.....		26,250 28	
Tork and Cumberland railroad.....		4,640 01	
Northern Central railroad.....		1,004 40	
			196,935 76

The Pennsylvania railroad tax is on the actual tonnage for the fiscal year. The tax on the roads is made up from the amount paid into the Treasury for the same period.

From this abstract it will be seen that the receipts from the canals and railroads exceeded the expenditures \$822,694 02. To which add the tonnage tax, \$196,935 76, and the operations of the year exhibit a clear profit over expenditures of \$1,019,629 78.

The gross receipts, exclusive of tonnage tax, for 1855, is \$37,042 72 over that of 1854; and the net revenue \$48,185 68.

Including the tonnage tax, the actual profits of the two years will appear from the following comparison:

1854.....	\$916,443 58
1855.....	1,019,629 78
Increase in 1855, over 1854.....	<u>103,186 20</u>

In the statement of expenditures the following sums are not included, viz: Purchase of locomotive engines \$80,500, for the Philadelphia and Columbia, and Allegheny Portage railroads; for addition to the depot at West Philadelphia, and for turn tables and steam hammer for Columbia road, \$5,514 32; for patent right for turn tables, \$1,100, and for pay of Canal Commissioners and expenses of their office, \$6,495. These items amount to \$93,609 32. Last year the excluded items amounted to \$108,921, being \$15,320 68 less in 1855, than in 1854.

The following abstract exhibits the operations on the several lines of railroad and canal for the fiscal year:

*Philadelphia and Columbia Railroad—81 miles—J. B. Baker, Superintendent.*

The management of this road, during the past year, in the dispatch of business, in the safety of traveling, and in the careful guardianship of the public interests, affords a gratifying evidence of the energy and efficiency of its able Superintendent. No road in the country, of equal capacity and length, and doing the same amount of transportation, has been conducted with more promptness and economy, and that, too, with one of its tracks in a very dilapidated condition.

The south track has not been re-laid to the extent contemplated at the opening of the last session of the Legislature. This delay was occasioned by the general understanding that the appropriation should not be drawn from the Treasury until it was ascertained whether the main line would be sold under the act passed for that purpose, and by other causes which are detailed in the report of the Superintendent. The condition of this track is as follows:

Length of south track.....	80 miles.
Of which there is new track from Philadelphia to White Hall.....	9.5
New track laid and reported in 1854.....	6.0
Do.....on new sections.....	3.5
Do.....in different places.....	1.0
	<u>20</u>
Old track December 1, 1854.....	60
Re-laid in 1855.....	17
	<u>43</u>
Leaving old track to be re-laid.....	
To re-lay these forty-three miles will require.....	\$367,000 00
Deduct available appropriation of 1855.....	186,000 00
	<u>181,000 00</u>
Amount required to complete.....	



The importance of the immediate completion of this improvement, both as it regards the dispatch of the large amount of freight, and the safety of passengers which are conveyed over it, must be so apparent to the Legislature as to render argument in its favor, on the part of the Board, entirely superfluous.

The increase in the tonnage carried over the road the past year, as compared with 1854, is  $11\frac{1}{2}$  per cent., as is shown by the following comparative statement :

## TONNAGE EASTWARD.

Years.	Tons cleared.	Equal through tons.	Tolls collected.
1855.....	347,709	266,567	\$308,280 98
1854.....	304,096	228,515	258,872 05
Increase.....	43,613	38,052	\$49,408 93

## TONNAGE WESTWARD.

Years.	Tons cleared.	Equal through tons.	Tolls collected.
1855.....	133,333	116,135	\$266,055 37
1854.....	133,142	114,738	270,662 25
Increase.....	191	1,397	Dec're 4,606 88

Showing an increase equal to through tonnage of thirty-nine thousand four hundred and forty-nine tons, of which thirty-eight thousand and fifty-two passed eastward, and one thousand three hundred and ninety-seven westward; and an increase in tolls from that source of \$44,801 05; the increase on eastern tonnage being \$49,408 93, and a decrease on that passing westward of \$4,606 88.

In 1854, the cost of transporting one ton the whole length of the road, (eighty-one miles) was seventy-six and one-half cents; the past year seventy-seven and one-tenth cents, or nine and one-half mills per ton per mile. If the trade going west had increased proportionately as heretofore, the cost per ton would have been less in 1855 than in 1854.

In the passenger travel there was a falling off from the previous year. The receipts from passenger trains were \$281,379 93, being \$10,610 less than in 1844; and a decrease of two thousand eight hundred and fifty-eight passengers calculated as through (eighty-one miles.) The expenses of these trains exceeded those of the previous year by \$7,618, owing to the greater number of trips. The cost of carrying a passenger eighty-one miles was sixty-seven and one-tenth cents, being five cents more than in 1854.

There are now sixty-three locomotive engines on the road, comprising twenty-one of the first class, ten of the second class, seven of the third class and twenty-five of the fourth class, of which thirteen are unfit for use. To meet the increasing business, eleven new locomotives will be required, the cost of which is included in the estimates.

The annexed table exhibits a statement of the number of trips made by locomotives, the number of cars which passed Parkesburg, and the number of tons of cleared freight, as compared with the previous year.

Year.	Trips made by locomotives.	No. cars passed Parkesburg.	Tons of freight cleared.
1855	10,807	210,035	481,012
1854	10,332	178,393	437,238
Increase	475	31,642	43,774

The statement of trips made by locomotives and cars hauled in 1854, included all the trips made and cars hauled in that year by passenger, freight, construction and wood trains. For the past year, the trips made by the engines employed in the passenger and freight service alone have been taken. If the trips made and cars hauled by the construction and wood trains were added as in 1854, the increase over that year in trips, would be one thousand four hundred and seventy-five, and cars forty-three thousand six hundred and forty-two.

The appropriations for motive power, (including the purchase of locomotive engines,) and for repairs, (including the re-building of the Downingtown and Pequa viaducts,) met all the expenditures for those purposes.

The net earnings of the road for the year are thus stated in the report of the Superintendent: "The profit over the working expenses and necessary yearly repairs are \$436,639 39, (\$8,880 less than the previous year,) equal to eight and three-quarter per cent. on \$5,000,000; and the net revenue over all expenditures, excepting the re-construction of the south track is \$358,832 37, (being \$25,857 77 greater than last year,) equal to seven and one-sixth per cent. on \$5,000,000."

For a detailed statement of the operations in the motive power and repair departments, the requirements for 1856, and for some interesting experiments in the burning of coal in locomotive engines, the Legislature is respectfully referred to the clear and comprehensive report of the Superintendent.

#### *Allegheny Portage Railroad—John Ross, Superintendent.*

The Superintendent of the Allegheny Portage railroad reports an indebtedness in the motive power department for 1855, of \$25,110 58; and in the repair department of \$7,766 75. The appropriation for motive power was \$203,358, and for repairs \$35,000; add to these appropriations the above indebtedness, and it shows an expenditure of \$228,468 58 for the former, and \$42,766 75 for the latter. While this is a reduction in the whole working expenses of the road the past year, as compared with 1854, of \$63,814 67, and is \$296,966 less than it cost in 1853, yet the Board are of the opinion that with strict economy in the administration in the affairs of the road, the appropriation would have been ample. In two items alone, the Board think there might have been a saving of an amount nearly equal to the reported indebtedness in the motive power department, viz: wood and oil. They have been led to this conclusion by a comparison of the cost of these two articles the past year with what they cost previous to 1850.

### MAIN LINE OF CANAL.

#### EASTERN DIVISION.

*From Columbia to west end of Juniata aqueduct—including Swatara feeder—Weidman Forster, Supervisor.*

Length of line, forty-nine miles; dams, two; aqueducts, nine; locks, twenty-eight; bridges, eighty-four; culverts, sixteen; overfalls, three; waste wiers, six.

On this division navigation was resumed on the 20th of March.

This line has been kept in comparative good order during the year, but one breach having occurred. The repairs were of the ordinary character, with the exception of the re-building of the Swatara aqueduct, at a cost of \$10,746 28, and extensive repairs to three locks.

During the year 1856, the repairs will be such as are ordinarily required on an old line. The dams at Clark's ferry and at the Swatara feeder need some repair.

The Board have procured one steam dredging machine for this division, in pursuance of the intimation given in their last report; but its completion was delayed so long, by causes beyond their control, as to prevent their deciding upon the question of its economy. They have no doubt, however, of the efficiency of this mode of cleaning the canal, nor, with such alterations as experience may dictate, of its superiority or cheapness in the work required, over that heretofore employed.

Expenditures of the line for 1855—repairs, \$44,289 17; breaches, \$411 48; road and farm bridges, \$1,496 07; lock-keepers, \$6,824 00.

In urging the necessity of doubling the locks on the Eastern division, the Board in their last annual report observed:—

“If the public works should not be sold under the law of the last, or under the action of the coming Legislature, it will become necessary, at no distant day, to double all the locks on this line. The accumulation of boats from the Juniata, the Susquehanna, and its North and West Branches, is so great as to materially retard the transit through locks. Three of these locks were doubled, some years ago, under the sanction of the legislative authority; and the continuance of the improvement was only suspended in consequence of the embarrassed state of the Treasury. The Eastern division, from its junction with the Juniata and Susquehanna canals, is the main trunk: it yet has to perform the duty of its four feeder lines, with only the same capacity for passing boats as that possessed by either one of those feeders. A necessity is, therefore, apparent for its enlargement, by doubling its locks, so that the delay which causes loss both to the State and to the transporter, may be obviated, and the main stem of a great and valuable improvement be placed in a condition to discharge its functions with promptness and economy to all concerned.”

This recommendation is strengthened by the business which has been thrown upon the division, in consequence of the increase caused by the development of our mineral resources. At Liverpool, on the Susquehanna division, the tolls of 1855, more than double those of 1854, owing to the additional coal freight thrown upon it by the Trevorton and Shamokin companies.

#### LOWER JUNIATA DIVISION.

*From the western end of Juniata aqueduct to Aughwick dam—William W. Wilson, Supervisor.*

Length of line, seventy-two miles; dams, three; aqueducts, twelve; locks, twenty-five; culverts, forty-five; waste-wiers, twenty-two; overfalls, two; road and farm bridges, sixty-two.

Navigation on this line was resumed on the 15th of March.

No breaches of any consequence occurred during the fiscal year. The repairs were of the ordinary character, the cost of which were about \$8,000 less than the amount appropriated.

The repairs required for 1856 will not exceed those for 1855.

Expenditures of the line for 1855—repairs, \$24,500; bridges, \$300; lock-keepers, \$3,957.



## UPPER JUNIATA DIVISION.

*From Aughwick dam to Hollidaysburg, including feeders—J. D. Leet, Supervisor.*

Length of line, sixty miles; dams, sixteen; aqueducts, ten; locks, sixty-one; road and farm bridges, sixty-five; towing-path bridges, seven; overfalls, two; culverts, nine.

Navigation was resumed on the 2d of March. But one small breach occurred during the year. That was in the Jackstown level, and caused only one day's delay in the passage of boats.

No repairs other than those required by ordinary dilapidation were required during the year.

There will be no extraordinary repairs required for 1856, and the appropriation needed will be less than the appropriation for 1855.

Expenses of line for 1855, \$42,900; breaches, \$309 75; bridges, \$500; lock-keepers, \$8,288.

## UPPER WESTERN DIVISION.

*From Johnstown to Tarr's lock—Wm. F. Boyers, Supervisor.*

Length of line, including feeder, and exclusive of Western reservoir, fifty-two miles; dams, eight; aqueducts, nine; locks, forty-nine; culverts, twenty-eight; road and farm bridges, thirty-three; towing-path bridges, twelve; waste wiers and overfalls, forty-two.

Navigation opened on the 16th of March.

Transportation on this line, during the year, was only interrupted by one or two small breaches, the cost of repairing which, \$732 98, was paid out of the ordinary repair fund.

The principal repair for 1856, in addition to the ordinary expenditures for locks, culverts, aqueducts, and cleaning out canal, will be the re-building of the aqueduct over the Conemaugh, near Johnstown, which is estimated to cost \$4,000. It has been allotted to the lowest bidders at that sum. The contractors are represented as responsible men, and have given bond for the completion of their contract at the stipulated price.

Expenses of line for 1855—repairs, \$16,343 42, including \$732 98 for breaches; road and farm bridges, \$1,074 97; lock-keepers, \$8,340 00.

## LOWER WESTERN DIVISION.

*From Tarr's lock to Pittsburg—J. M. Orr, Supervisor.*

Length of line, fifty-two miles; dams, three; aqueducts, seven; locks, seventeen; culverts, fifteen; overfalls, four; towing-path bridges, six; road and farm bridges, fifty-five.

Navigation opened on the 13th of March.

Two small breaches occurred during the year, one in July, and the other in November, which produced only a short delay in the passage of boats, and the cost of repairing which is included in the expenditures for ordinary repairs.

No extraordinary repairs were required during the fiscal year, except the completion of the re-building of the Freeport aqueduct, which was totally destroyed on the 26th September, 1854. This structure was finished in time for the opening of navigation in the spring. Its total cost, agreeably to the final estimate of the engineer, was \$38,582 93. Of this sum \$18,000 was included in the expenditures of 1854—leaving \$20,582 93, which has been

included in the cost of ordinary repairs for the fiscal year just closed, of which \$11,000 was paid from the appropriation for repairs for 1855; and \$9,582 93, from the breach fund for 1854.

The repairs for 1856 will be of the ordinary kind, except the re-building of the aqueduct over Squaw run.

Expenses of the line for 1855—repairs (including the completion of the Freeport aqueduct) and breaches, \$34,832 18; road and farm bridges, \$875 00; lock-keepers, \$2,600 00.

#### SUSQUEHANNA DIVISION.

*From the Junction of the Eastern and Juniata divisions, to the first lock on the North Branch division above Northumberland—James Diffenbacher, Supervisor.*

Length of line, forty-one miles; dam, one; aqueducts, eight; locks, sixteen; road and farm bridges, sixty-four.

Navigation opened on the 31st of March.

This line was in excellent order during the year, having experienced none of the interruptions heretofore arising from low water, or bars in the bottom of the canal. As this portion of the canal is increasing in importance, as will be seen from the increase of tolls at Liverpool, it is essential that it should be kept in such repair as to enable it to pass not only that increase which arises from its local trade, but that which is thrown upon it by the North and West Branches. To do this it will not be necessary to estimate the cost of repairs for 1856, beyond the appropriation for 1855. The Shamokin dam is becoming very leaky, and will require some repairs. For this purpose the sum of \$3,500 is included in the estimate for 1856. The inlet lock at Shamokin dam, and the lift lock at Herrold's, must be partially re-built.

Expenses for the year 1855—repairs, \$34,000; bridges, \$996 93; lock-keepers, \$2,448 00.

#### WEST BRANCH DIVISION.

*From Northumberland to head of line, including Lewisburg and Bald Eagle side cuts—J. B. M'Micken, Supervisor.*

Length of line, seventy-six miles; dams, five; locks, twenty-three; aqueducts, eight; culverts, thirty-six; overfalls and waste-wiers, thirteen; towing path bridges, two; road and farm bridges, one hundred and thirty-four.

Navigation was opened on the second of April. A breach occurred on this line from a heavy rain, on the third of July, near Watson's run, which suspended transportation until the eighteenth of the same month. Another occurred in August at the Chilisquaque aqueduct, which detained the boats but a short time.

In the last report the sum of \$8,000 was included in the estimates of the line for repairing the Queen's Run dam. Owing to the continued high water during the year, this repair could not be accomplished, and that amount was consequently not expended. As this dam ought to be in a condition to accommodate the persons doing business above it, and as it is questionable whether an appropriation not specific, made in one year, can be applied to the same object in a subsequent year, the re-appropriation of the \$8,000 for that purpose is recommended in the estimates for 1856.

The repairs for the fiscal year 1856, will consist of re-building the Muncy aqueduct, repairing locks, cleaning out canal and dressing up banks.

Expenditures for 1855—repairs, \$19,000; breaches, \$1,400; bridges, \$1,500; lock-keepers, \$3,036.

## LOWER NORTH BRANCH DIVISION.

*From the first lock above Northumberland to the head of the pool of the Lackawanna dam—George W. Search, Supervisor.*

Length of line, seventy-three miles; dams, two; aqueducts, seven; lift locks, fourteen; guard locks, two; culverts, twenty-four; waste-wiers, thirteen; overfalls six; road and farm bridges, one hundred and twenty-four.

Navigation was opened on the sixteenth of March. There were some slight interruptions from breaches and high water.

The repairs have been of the usual kind, except the building of the new out-let lock at the head of the pool of the Nanticoke dam. This structure is not yet completed, but the estimate of its cost was specifically included in the appropriations for 1855.

No extraordinary repair will be required for 1856, except the re-building of the aqueduct over Fishing creek, which is estimated to cost \$16,970; repairs to Mill Creek aqueduct, re-building two aqueducts at Pittston, and fitting up a dredging machine.

The receipts of toll at Beach Haven, the shipping office for the mineral resources on the line, continues to exhibit an annual increase. The tolls

In 1854, were.....	\$214,216 50
In 1855, were.....	232,612 47
Increase in 1855.....	<u>18,395 97</u>

Coal shipped at Beach Haven in 1854, tons.....	492,689
Do.....do.....in 1855..do.....	464,039
Decrease in 1855, tons.....	<u>28,650</u>

Expenses of line for 1855—repairs including new out-lock at the head of the pool of the Nanticoke dam, \$34,214 12; breaches \$4,178 61; bridges \$2,490 51; lock-keepers \$3,288 00.

## DELAWARE DIVISION.

*From Easton to Bristol—D. Evans, Supervisor.*

Length of line sixty miles; locks, twenty-eight; dams, two; aqueducts, ten; waste-wiers, sixteen; culverts, nineteen; overfalls, twenty-two; towing path bridges, thirty-one; road, farm and foot bridges, eighty-eight.

Navigation opened on the twenty-eighth of March. There were but two or three slight interruptions to transportation during the season—one by the falling in of a portion of the walls of the "Ground Hog locks," on the thirteenth of April, which caused a detention of three days; and another by the falling of the aqueduct across Durham creek, on the thirtieth of June, which produced a delay of eleven days.

The appropriations for the year met all the expenditures for repairs. In addition to the ordinary repairs for the opening of navigation next spring, it will be necessary to re-build the Tohickon and Gallows Run aqueducts, and to partially re-build the wheels at New Hope. These expenditures will swell the estimates for 1856 beyond those of 1855.

Expenditures of the line for 1855—repairs, \$44,319 21; breaches, \$1,500; road and farm bridges, \$2,092 84; lock-keepers, \$6,941.



A comparative statement of the tonnage and tolls for 1854 and 1855, presents the following results, viz :

Coal shipped at Easton in 1854—tons.....	764,406
Do.....do....1855...do.....	755,265

Decrease in 1855—tons.....	9,141
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Toll collected in.....1854.....1855.

At Easton.....	\$319,362 63	\$348,292 46
At New Hope.....	19,563 42	14,749 75
At Bristol.....	26,401 02	25,872 42

365,327 07	388,914 63
	365,327 07

Increase in 1855.....	23,587 56
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Total amount of tolls in 1855.....	\$388,914 63
Expenditures of every description for same period....	60,097 86

Net revenue for 1855.....	328,816 77
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Being an increase in the net revenue of 1855 over that of 1854, of \$23,367 77.

It will thus be seen that the clear net revenue for 1855, amounts to \$328,816 77, equal to 21.92 per centum on the original cost of the line, including the recent enlargement of a portion of the canal—\$1,500,000.

The propriety of increasing the capacity of this division has been frequently brought to the notice of the Legislature. In the last annual report, it was stated that “it must be apparent that this canal, for all the purposes intended by its construction, has reached its capacity, and that true financial policy requires its immediate enlargement, so as to maintain its present value by a successful competition with the several railroad routes which are penetrating the coal fields from which it derives its principal supplies. At present the average tonnage of boats carrying coal is about seventy tons. By adding an additional foot of water, this will be increased to near one hundred tons, equal to an additional tonnage on coal, alone, of two hundred thousand tons per annum beyond its present capacity. This increase, at the present rate of toll, would yield \$72,000 00 a year, exclusive of the increase on all other articles shipped over the line—a sum in itself almost sufficient to complete the desired improvement. The Lehigh Coal and Navigation company's canal has six feet water, and is capable of transporting a boat carrying one hundred tons. This canal is the great feeder of the Delaware division. When coal boats from the Lehigh reach the entrance of the State work, if they have one hundred tons, they must unload a portion of their cargo. To obviate this expense and delay, to cheapen transportation, and at the same time add to the public revenues, it is proposed to increase the capacity of the Delaware division to six feet, by cleaning out the bottom and adding one foot to its present depth of water, by raising the bank. From a careful estimate which has been made, this improvement can be effected at a cost not exceeding \$100,000 00, merely by raising the banks and walls two feet, leaving to a future period the enlargement of the locks, which may, without prejudice to navigation, and with strict economy, be postponed till they decay and require re-building. This desirable and necessary improvement can be accomplished by the appropriation of about twenty-seven per cent. of the net revenue over expenditures

based upon the receipts of 1854. That such an appropriation would add to the value of the work, there can be no longer any doubt. In its present condition it must decline, from the force of the competition brought to bear against it by the railroads now about to tap its source of supply. Entertaining these views, the Board respectfully refer the question of enlargement to the Legislature, as one demanding, in all its aspects, the calm and deliberate consideration of that branch of the government."

The experience of the past year fully sustains the propriety of these observations, and justifies the Board in again calling the attention of the Legislature to the subject. If the Legislature should make a partial appropriation at the present session, to commence this improvement, it should be confined to that portion of the line between Easton and New Hope. About one-third of the tonnage leaves the canal through the out-let lock at the last named point. There is, therefore, a greater necessity for an immediate enlargement between those two places than on the lower part of the line.

The attention of the Legislature is called to the fact that there is nothing at present to prevent boats from going over the dam crossing the river Lehigh, at Easton, and that during the last season a number of lives and several boats were lost at that point. The property destroyed last spring would pay double the cost of constructing two piers or cribs, to be sunk about one hundred and fifty feet apart, above the abutment of the dam, filled with stone and connected with sticks of timber chained together, so as to admit of their rising and falling with the water, and thus secure a safe entrance to the canal. The cost will not exceed two thousand dollars, which we respectfully ask to be appropriated as early in your session as possible, that boatmen may be enabled to have the benefit of the improvement before the spring freshets.

#### *New Allegheny Portage Railroad.*

The engineer on the new road for the avoidance of the inclined planes on the Allegheny Portage, reports that work so far completed as to admit the transportation of freight over it. He also reports that there is an indebtedness of one hundred and forty-five thousand four hundred and fifty-three dollars and sixty-six cents, and that to finish the arching of the tunnel, and some other items named, will require thirty-two thousand one hundred and twenty dollars more. The Board feel that they would fail to discharge their duty to themselves, did they withhold the expression of their deep regret that the cost of this work should have so far exceeded the original as well as subsequent estimates, and that its completion should have been delayed so much longer than was anticipated. When the project of building this new road was first suggested, the estimated cost for double track was fourteen hundred and ninety-five thousand dollars. The actual cost, with but a single track, except eight miles, according to the engineer's report, is two millions one hundred thousand and twenty-seven dollars and twenty-seven cents. Besides, there are over six miles of the road, as contemplated in the original estimate, yet to build. To make these six miles, and lay the second track over the balance of the road, should it ever be done, would cost at least five hundred thousand dollars, which, if added to what has already been expended, would make two millions six hundred thousand dollars; thus showing an excess of cost over estimate, of one million one hundred and five thousand dollars. A repetition of the causes which have led to this unexpected result, would be of no practical utility now. The Legislature is referred to the several reports of the engineers in charge of the work from its inception down to the present time, where they are set forth in detail. There is doubtless much force in many of these suggestions, and the gentlemen making them are entitled to all the advantage that can be derived from them; but still it is to be regretted that there should have been such a discrepancy be-



tween the original, as well as subsequent estimates, and the actual cost. Had the Legislature been told at the outset that this road would cost over two and a half millions of dollars, as it certainly will if the six miles referred to be made, and the second track laid over the whole distance, it may well be doubted whether such an enterprise would have been embarked in. Certain is it that this Board, had it been in existence, would not have recommended it. It would have been much better to have required the Pennsylvania railroad company to grade, for a single track, a road for the State along side of their road, or to carry the canal freight between Hollidaysburg and Johnstown, over their own road, at fair rates. The gentlemen who composed the Board at the time, would probably have suggested some such arrangement, had they supposed the new road would cost what it has. But it is too late to discuss the matter now. The work has been done and must be paid for. It is but just to the engineers to state, that notwithstanding these erroneous estimates, yet still it is alleged that a comparison of the relative cost of the State's road, with that of its neighbor, the Pennsylvania railroad, will show a balance in favor of the former. It is confidently believed that there will be an annual saving in the working expenses of the new road, as compared with the old, of many thousands of dollars. This will, in some measure, compensate for the enormous outlay in its construction.

### GENERAL REMARKS.

The Board in their last annual report estimated the gross receipts on the public works for the year 1855, at twenty-two hundred thousand dollars. That estimate, as may be seen by reference to the report, was predicated upon the assumption that the Upper North Branch canal would be completed in the early part of the summer of that year. Instead of this having been accomplished, however, it has not even yet been brought into use, and consequently the receipts are less the amount that would have been collected on those ninety-five miles of canal. The Board cannot better express their opinion as to what this would have amounted to, than by quoting from their report of 1854. They there said :

"When it is remembered that the finished portion of the North Branch canal is but seventy-three *miles in length*; that the principal tonnage carried over it is coal; that the tolls at Beach Haven office amounted to \$214,216 00 the present year; that that portion not yet brought into use, is ninety five miles, and that it would afford an out-let for coal to a large and populous portion of our own State, as well as a vast number of the citizens of our sister State, New York, and of the country bordering on the neighboring lakes, and that we would receive in exchange from that State, salt, plaster, grain, &c., &c., it is not perceived why the receipts of the latter should not exceed those of the former, so soon as the new portion shall have been brought into successful operation. Should this be accomplished by the early part of the approaching summer, the Board have entire confidence, that with the increased receipts on the now finished lines, which will result from the contemplated modifications of the toll sheet, the gross revenue from our public works will amount the coming year to two millions two hundred thousand dollars."

Assuming this estimate as correct then, had it been completed as was expected, there would have been added to the gross receipts, say two hundred thousand dollars.

Another drawback upon the estimated receipts which the Board did not anticipate, was the repeal of the tonnage tax on coal and lumber. This tax amounted in 1854, to about thirty thousand dollars, and would have increased

the past year to fifty thousand. Still another, and which was consequent upon the latter, was the withdrawal of the transportation companies from the main line, which occurred the first of July. It would be difficult to arrive accurately at the diminution of tolls caused by this; but it is not doubted that it, together with the losses above referred to, would have more than made up the deficiency in the estimate.

The increase of tolls which the Board anticipated from the "modification of the toll sheet," has been fully realized. There is no reliable data upon which to base an opinion, as to when the Upper North Branch will be made available, other than that derived from the report of the officer in charge of the work.

The solicitude upon this subject has been great for several years. When we take into view the immense and diversified interests involved, it is no marvel that it should be so. The Board were not indifferent spectators, but on the contrary felt deeply the great importance of a speedy completion of the work, but for reasons which they could not control, it has been postponed to a much longer period than was expected. The anxiety of those immediately and pecuniarily interested, became so intense last winter, that they resolved to try the experiment of a change in the mode of its superintendency, and they accordingly petitioned the Legislature to place it under the control of one man, and suggested the name of Mr. Maffitt, who was then the acting engineer and superintendent. This proposition was conceded, and an act was passed conferring upon him its general management. Since that time the Board have had no direct supervision over this line, and are not, therefore, entitled to any credit for the progress which has been made towards passing the water through, nor should they be held responsible for the failure to accomplish that which all so much desire. For a statement of the operations on this line, the Legislature is referred to the report of Mr. Maffitt. By reference to this report it will be seen that it is proposed to expend a considerable sum of money in the "removal of berme road wall to tow-path, for a public road," &c. With the lights now before them, the Board feel constrained to express their dissent from this proposition. It would seem to them but the entering wedge to a large expenditure, which it is not clear is necessary, and it is apprehended that it would postpone still longer, perhaps for another year, the final completion of the canal—nor is it perceived how it can require, "for general repairs and mechanical work," forty-two thousand six hundred dollars. It is stated in the report that the water has been passed over the whole line of canal, excepting one mile. The report also shows that there has been expended on this line, since the 1st of November, 1854, in "overhauling bottom and sides of canal, removing slides, bars," &c., (see report,) one hundred and four thousand and seventeen dollars and thirty-eight cents, which it is presumed has put most of it in such condition as will prepare it for the reception of the water by the opening of navigation in the spring. The "mechanical work" being comparatively new, it will not, of course, require much repair. It is therefore believed that a less sum ought to suffice for "general repairs."

It is proper to state here that Mr. Maffitt was in ill health at the time his report was made, which may account for his failure to furnish the necessary information to enable the Board to concur with him in regard to the items to which they have objected. Should such light be thrown upon the subject, hereafter, as will satisfy the Board of their error, they will withdraw their objections at once.

While on this subject, it is hoped that the Board will be excused for stating that the great disparity between the compensation of Mr. Maffitt and other meritorious officers in the public service, has caused much dissatisfaction. The Legislature fixed his salary at three thousand dollars per annum, while the superintendents of the Philadelphia and Columbia, and Allegheny Portage railroads, positions of great responsibility, receive less than one-half that



sum, and the supervisors on the different lines of canal receive less than one fourth. It is possible that the labors of Mr. Maffitt may have been greater than those of the other gentlemen named, but whether in a corresponding ratio with the difference in their compensation, is doubted. The Board beg leave further to express the opinion, that the law under which Mr. Maffitt was appointed, has failed to accomplish that which its friends anticipated.

The Board would again most respectfully call the attention of the Legislature to a subject which they deem of vital importance to the interest of the Treasury. In their last annual report they used the following language in regard to the tonnage tax paid by the Pennsylvania railroad company :

"It is generally known that a tax of three mills per ton per mile, for all tonnage carried by the company between Harrisburg and Pittsburg, was agreed upon by the contracting parties as a fair equivalent for the franchises conferred, and a provision to that effect was therefore incorporated in the charter. Experience, for the past two years, has demonstrated that the tax was not too high. Indced, when it is remembered that this road is a strong competitor for the through as well as the local tonnage, and the only one for the latter, it might be argued, with much force, that the tax should have been higher. The report of the Superintendent of the Philadelphia and Columbia road, shows that this competition has been highly prejudicial to the interests of the transporters over the main line. For example, the whole tonnage carried by the canal men over this line in 1853, was one hundred and eight thousand six hundred and seventy-four tons, and that carried by the Pennsylvania railroad company was eighty-two thousand four hundred and fifty tons. In 1854, the former carried but seventy-three thousand seven hundred and seventy-four tons, while the latter carried one hundred and sixty-four thousand four hundred and seventy-five tons; thus exhibiting the startling fact, that while the tonnage of the canal transporters has fallen off the past year forty-seven per cent., that of the railroad has increased ninety-nine per cent. Of this discrepancy, a very large proportion is of first and second class goods, which afford much the greatest remuneration as well to the State as to the carriers, for the reason that the charges of both are higher on these classes than on third and fourth. From these figures, it is apparent that the canal transporters have not been able to compete successfully with the railroad, at least so far as the first and second classes are concerned. But for the protection afforded the transporters on the canal, by the imposition of the tonnage tax on the railroad, it is believed that they must either have been driven from the business altogether, or carried freights at a heavy pecuniary loss. It is fortunate, therefore, for this meritorious class of our fellow citizens, as well as the interest of the Treasury, that this wise provision was made."

If doubts, then, existed as to the views expressed in the foregoing extract, it is believed that what has since transpired ought to satisfy any disinterested man. It should be stated here, that the tax originally was five mills per ton during the navigable season of the canal, but afterwards modified to three mills for the whole year; thus demonstrating that the tax was agreed upon by the contracting parties as an equivalent for the injury the State would sustain by the construction of the road. The Legislature of 1855, however, took a different view of the subject, and in their liberality to the company, repealed the tax on coal and lumber. Without the remotest intention of reflecting on the action of that body, it is with great deference submitted that the practical workings of the repeal have been prejudicial to the revenue of the Commonwealth. The receipts from those two articles in 1854, amounted to about thirty thousand dollars. This would have been increased, the past year, to at least fifty thousand, had the tax remained. But this is not the only loss the Treasury has sustained by its repeal. This tax operated as a protection, to that extent, to the transporters on the main line of the public works; and when that protection was withdrawn, they alleged that they could not carry coal at all, and that they were therefore unable to

bear up under the competition of the railroad, and they abandoned the business, and in July sold out their stock to their successful rival. It is proper to state that the Board, in their anxiety to retain the transporters on the State works, signified their willingness to make any reasonable reduction in the tolls which might be demanded for that purpose. In pursuance of this intimation, the transporters submitted a proposition, which was regarded as inadmissible. The Board then proposed another conference on the subject, should those gentlemen desire it; but nothing further was done, and here ended the negotiations.

Thus has the State been deprived, not only of the revenue derived from the tonnage tax on coal and lumber, but also of the tolls which would have been received on those two articles, had they been carried over her own works by the transporters. The Board are not ignorant of the arguments which are urged in support of the repeal of this tax, as well on the two articles under consideration, as every other description of tonnage. It is said that this tax is a restriction on trade; that it retards the development of the great agricultural and mineral resources of the Commonwealth; that it cripples the energies of the company, and disqualifies them for entering into successful competition with rival improvements north and south of us, and that it compels the company to impose higher rates of charge on the local trade, &c., &c. While there is a degree of plausibility in these suggestions, yet it is believed that they are more specious than sound, when applied to the matter under discussion. So far as the public interests are concerned, all these objections to the continuance of the tax would be very easily obviated by the company itself, by simply curtailing their profits.

Would there be any thing unreasonable in this? Let us see: The State has built, at an expense of some twelve millions of dollars, a line of improvements from Columbia to Pittsburg. To meet the interest on this sum, the people of the whole State have been taxed for many years. In 1846, a party of gentlemen asked the Legislature to incorporate them into a company to build a railroad between those points. This, it was alleged, was necessary to accommodate the increasing trade of the great west. It was objected on the other hand to bestow such a privilege, upon the ground that the road would divert the trade from the State's own work. After a full discussion of the whole subject, it was agreed as an offset against the diminution of trade on the canal, which would be caused by the construction of the road, the corporators should pay the tonnage tax to which reference has been made. Thus was a compact entered into between the representatives of the people and the stockholders of the Pennsylvania railroad company, in pursuance of which, the latter built their road, running parallel with the main line, between the points named, and for a large portion of the distance on the very bank of the canal. The consequences have already been adverted to, and are before the people. Not only has the trade on this line been diminishing ever since the completion of its rival, but, as before stated, the competition became so strong the past season, that the principal transporters on the canal left it altogether in July last, and the Pennsylvania railroad has since that time monopolized almost the entire carrying trade between Philadelphia and Pittsburg. In view, therefore, of all this, is there, we repeat, any thing unreasonable in suggesting that the company could obviate the difficulties which it is alleged the tonnage tax imposes, by a small reduction of their profits? Divest the subject of all mystification, and it narrows itself down, at last, to the simple proposition—shall the State surrender this valuable source of revenue, which was made a condition of the charter, or shall the company curtail, to a limited extent, its dividends, and thus fulfil its part of the contract? Should it be said that the tax is unequal, that it operates oppressively on some articles, coal and lumber for example, the answer is, let there be a judicious modification, so that in the aggregate the revenue will not be diminished.

No reasonable man ought to object to this, and with the assent of the com-



pany it could be done. In regard to the policy of the company increasing their charges on the "local trade," to make up for the tonnage tax paid to the State, it may be remarked in the first place, that if the course indicated by the Board, in their answer to the general objections urged against the tax, be sound, then it will apply with full force in this particular instance; but, for sake of the argument, let it be admitted that such a policy would be necessary, would there be any injustice in it? If the people along the line of the road are not content with the facilities afforded them by the canal, and desire a more speedy transit for their produce to market, should they not be willing to pay for it, and not ask that those who are denied the advantages of all such facilities should be taxed for their accommodation? The people of the entire border counties, from the Delaware to lake Erie, as well as those on the southern border of the State, derive only an incidental advantage from the construction of this road. The policy, then, which would impose upon them additional burthens, in order to relieve the recipients of the increased facilities from a small advance on their freights, or the company itself from the performance of its part of the contract, would, in the judgment of the Board, be unwise. That the repeal of the tonnage tax would lead to increased taxation on other property, no candid man will question. The receipts from this tax, including all competing railroads, on which a tonnage tax is charged, amounted the last fiscal year to one hundred and ninety-six thousand nine hundred and thirty-five dollars and seventy-six cents. No one at all familiar with the subject, will doubt that these receipts will continue to increase to almost an indefinite period, and it is difficult to tell to what it may reach in the course of even five or six years. Some of the more sanguine are confident that, within that time, it will amount to at least three hundred thousand dollars. When it is remembered that there are now in progress of construction, four railroads, viz: the "North-western," the "Pittsburg and Steubenville," the "Chartiers Valley," and the "Hempfield," all of which, with their connections, will, when completed, become tributary to the Pennsylvania railroad, it requires no great stretch of imagination to induce the belief that it will exceed that amount before the lapse of the time mentioned above. Should this prove correct, the people would be relieved from raising that amount by taxation, and would be thus compensated, to that extent, for the trade which has been transferred from the State's own works to the railroads; but it is sufficient for the present purpose to treat it as though there would be no increase.

As has been shown, this tax, the past year, amounted to one hundred and ninety-six thousand nine hundred and thirty-five dollars and seventy-five cents, (and if the tax on coal and lumber had not been repealed, it would have reached, in the aggregate, to two hundred and forty thousand dollars at least.)

If then the whole tax be repealed, will not a corresponding amount have to be raised from some other source? Most certainly, and the only practicable mode of doing it will be by increasing the taxes on real and personal property throughout the State. In view, therefore, of the whole subject, as it presents itself to the Board, they are of the opinion that the tax on coal and lumber should be restored either absolutely or partially. If the latter, then such a modification ought to be made in the tax on other tonnage as would secure to the Treasury an amount, in the aggregate, equal to what would have been derived from it as it stood before the repealing act. The foregoing remarks are dictated by no feeling of unkindness towards the company. On the contrary, the most amicable relations subsist between its officers and the Board. What has been said, therefore, has been prompted by a sense of public duty.

In regard to the future of the main line of the State improvements, the Board feel reluctant in making any specific recommendation. If the past year's experience be regarded as an index to the future, and the subject be viewed abstractly as a mere question of dollars and cents, there would not seem to be much encouragement. As has been stated already, the principal

transporters abandoned the main line in July last. Should this state of things continue, it becomes apparent, from a comparison of the receipts with the expenditures the past year, that on that portion of the line west of the Junction, the State would be largely the loser. But will this state of things be permanent? To arrive at a proper solution of this question, it will be necessary to look at the causes which produced it. The most prominent among these, (except the competition of the Pennsylvania railroad, which has already been discussed,) is the uncertainty that has been felt among business men as to whether the State would retain the ownership of the line. Two successive Legislatures have passed bills for the sale of the main line; and although no sale has been effected, yet the constant agitation of the subject has deterred capitalists from embarking in a business involving the expenditure of thousands, which they had no guarantee might not be swept from them by the time they would get fairly into operation. Another cause which has contributed no little towards producing the result referred to, was the old Portage road. In the active competition of the Pennsylvania railroad company, the detention incident to the inclined planes on the old Portage, has operated as a serious drawback to the transporters on the canal. This obstruction being now removed, the change will be sensibly felt by those who may engage in the business of transportation the approaching season. The completion of the new road will very much facilitate the transit of freight.

The Board, as it has been constituted for the past three years, have not discussed the question of the sale of the main line. For the reasons which have governed them heretofore, they will refrain from doing so now; but they would most respectfully suggest that some definite action should be had, and if possible, an end put to the suspense which has been hanging over the matter, to the prejudice of the revenue for the past two or three years. If the ownership of the line is to remain in the Commonwealth, then policy would dictate that every effort should be exhausted to make it as productive as possible. To this end it has been suggested that the experiment be tried of holding out inducements to have it stocked. It is alleged that there are parties willing to do this, if the proper guarantee be held out. It is therefore submitted for the consideration of the Legislature, whether the passage of an act providing that if companies would put stock on this line, and the work should be sold within a given time, the parties purchasing it should be required to take the stock at a fair appraised valuation, might not be proper. While it is not perceived that such an act would, to any extent, embarrass the sale of the line, should the sale be subsequently determined upon, it is alleged that it would be such an inducement to business men as would secure the stocking of the line at once. This done, and proper care taken of the transporters on the canal, in the adjustment of the toll sheet, and new life would be infused into the business; a portion of the vast trade of the Ohio and Mississippi valleys, which is annually increasing and which must continue to increase for years to come, would be carried over the State's own improvements, and the tolls augmented in a corresponding ratio. Should the Legislature be disposed to adopt the policy indicated, it is suggested that, to make it available for the approaching spring business, action should be had at an early day.

The Board would not be misunderstood. All they desire to do is to call attention to what has been proposed by gentlemen conversant with the business of transportation, so that an opportunity may be afforded them of trying the experiment, should they desire to do so. Should an act of the kind referred to be passed, and parties proceed to stock the line, and it should turn out an unprofitable investment, no fault ought to attach, either to the Legislature or the Board. If, on the other hand, none would be found willing to hazard the undertaking, the law would be perfectly harmless. Unless something can be done to bring back the trade to this line, a very grave question may arise. The alternative may be presented of choosing between a total



abandonment of a portion of the line, or keeping it up at a heavy annual loss to the Treasury, either of which would be disastrous. The former would be highly prejudicial to the interests of the great eastern and western emporiums of the State, as well as to the people along the line of the abandoned portion, as it would lead to a perfect monopoly of the carrying trade by the railroad company. The latter would be felt by the people of the whole Commonwealth, as it would be a constant drain upon the Treasury. But it may be said, "why not sell that portion which might thus become valueless?" The answer is, if, it be unproductive to the State, it is not probable that individuals would be willing to purchase, or even take it as a gift, and be bound to keep it up at an annual pecuniary loss. But enough on this point.

A very pleasing duty for the Board to perform, is to inform the Legislature that notwithstanding the drawbacks on the estimated receipts, which have been referred to, the net revenue on the whole public works, (including the tonnage tax paid by the several competing railroad companies,) for the fiscal year just closed, is \$1,019,629 76, being \$103,186 18 more than that of the preceding year, and is a larger net revenue than has ever before been derived from the State works in any one year, and this, too, without an additional mile of canal having been made available. Among the causes which have contributed to this result, is the reform that has been introduced in their management. What is equally gratifying, is the fact that not a dollar of indebtedness exists on any of the finished lines for the past year's operations, except on the Portage road. On several of the lines of canal there is a surplus left in the Treasury undrawn. This has been brought about, in part, by the act passed by the Legislature, in pursuance of the suggestion of the Board, contained in the following extract from their last annual report:

"Should it come to the knowledge of the Board, that any disbursing officer has failed to report the whole indebtedness of his division, at least that which occurred under his own supervision, he will be superseded at once. This is now well understood, and it is believed to be the only remedy under existing laws, for the evil. The reports of the various officers, containing the list of creditors, are filed in this office, and are open to the inspection of all who may see fit to call. And the Board will always be glad to afford every facility in their power, to ensure a rigid enforcement of their instructions in this respect. It is respectfully suggested to the Legislature, that if a law were passed, making disbursing officers and their bail, personally responsible for all debts incurred by them and not reported, it would, perhaps, wipe out entirely, the foul stain of old debts being presented at every session of the Legislature, and if so, it is difficult to conceive what would be more desirable, in connection with the management of our public works."

All disbursing officers and their bail, being now personally liable for all debts which the officers might fail to report at the end of each year, it is presumed that special care has been taken by all, in this respect. Should it turn out that any one has withheld debts for the past year, the Commonwealth is not responsible. Thus, it is hoped, has an end been put to this fruitful source of annoyance to the Legislature, as well as the Board. Hereafter there will be no such thing as importuning the Legislature year after year for appropriations to pay old debts, which officers on the works, either through design or culpable negligence, had failed to report; and the people, at the end of each year, will know to a dollar, what the working expenses of the improvements have been. Had this policy been adopted years ago, it is not doubted but that hundreds of thousands of dollars would have been saved to the Commonwealth.

Directly in point is the suspended debt of one hundred and forty-nine thousand three hundred and seventy-seven dollars and ninety-eight cents, which was reported by the Commissioners appointed under an act of Assembly to investigate old claims, and which the Legislature failed to provide for last winter. Many of these claims run back two, three, four, five, and some of them as

far as ten years. Whatever advantage antiquity may lend to these claims, some of them are entitled to the full benefit of it. Does any one believe that if this individual liability principle had been in existence at that time, that this enormous amount of old debts would have been created?

The collectors have generally been prompt in paying over to the Treasury their respective collections. At the end of the last fiscal year there was but a small sum in their hands and in most instances it was due them for their salaries. When it is remembered that there were some twenty-five agents employed, and that near two millions of dollars were collected, and that over one million was disbursed by some twelve agents more, all promiscuously selected, without the loss of a dollar by a defaulting agent, the Board feel that they may be allowed to congratulate the people, as well as themselves, on having been so fortunate in the appointment of faithful officers. The efficient and gentlemanly State Treasurer is entitled to a full share of the credit for producing this desirable result, so far as the collection of the money is concerned. He required the collectors to deposit their collections semi-monthly, or weekly, according to their contiguity to a bank, and he communicated frequently and freely with the Board in regard to this branch of the public service, and thus, through the joint efforts of all, has been accomplished that which is stated above.

It is due to all the officers at the seat of government to state, that in all the business relations between them and the Board, they found them quite courteous.

On surveying the whole ground, then, while there have been many embarrassments thrown in the way, yet still there is much to encourage us in a persevering effort to bring to their full development the capacity of the improvements of the State, which have cost the people so many millions of dollars. The Board estimate the receipts of tolls for 1856 at the estimate they made for 1855. This, however, will depend now, as then, on the early availability of the Upper North Branch canal.

The contract with Messrs. Bingham & Dock, for carrying passengers over the Philadelphia and Columbia railroad will expire in August next. As the Supreme Court have decided, in effect, that the Canal Commissioners have no legal right to enter into such a contract without the concurrence of the Legislature, the passenger travel, after that period, will be thrown open to every one who may think proper to place cars on the road. Whether the public revenues, or the comfort of passengers will be promoted by such an indiscriminate opening of the road, is very questionable. It is, therefore, submitted to the Legislature whether it is not expedient to clothe the Board with full power to make such arrangements for carrying passengers as will best conduce to an increase of revenue, and the safety and dispatch of travel.

Statement number one, accompanying this report, exhibits the appropriations required for the service of the present fiscal year.

All of which is respectfully submitted.

WM. HOPKINS,  
THOS. H. FORSYTH,  
H. S. MOTT.



## STATEMENT No. 1,

*Showing the amount necessary to be appropriated for the fiscal year ending  
November 30, 1856.*

*Philadelphia and Columbia Railroad.*

For ordinary repairs.....	\$88,217 00	
For new bridge over Little Conestoga.....	11,900 00	
For filling up of five spans of Little Conestoga, with earth.....	14,000 00	
For completing embankment of Big Conestoga bridge.....	3,500 00	
For new bridge over Strickler's dam.....	2,200 00	
For filling up two spans of Downingtown bridge.....	3,400 00	
	<hr/>	
	123,217 00	
Deduct from appropriations for repairs after December 1, 1855.....	22,000 00	
	<hr/>	
		\$101,217 00

*Portage Railroad.*

Ordinary repairs.....	37,000 00	
Deduct from appropriations for repairs after December 1, 1855.....	15,000 00	
	<hr/>	
		22,500 00

*Eastern Division.*

Ordinary repairs.....	34,000 00	
Clark's Ferry dam.....	3,500 00	
	<hr/>	
	37,500 00	
Deduct from appropriations for repairs after December 1, 1855.....	18,500 00	
	<hr/>	
		19,000 00

*Lower Juniata Division.*

Ordinary repairs.....	24,500 00	
Deduct from appropriations for repairs after December 1, 1855.....	12,500 00	
	<hr/>	
		12,000 00

*Upper Juniata Division.*

Ordinary repairs.....	36,000 00	
Deduct from appropriations for repairs after December 1, 1855.....	18,000 00	
	<hr/>	
		18,000 00
Carried forward.....		<hr/>
		172,717 00

## ANNUAL REPORT OF THE

Brought forward..... \$172,717 00

*Upper Western Division.*

Ordinary repairs.....	\$22,500 00	
Deduct from appropriations for repairs after December 1, 1855.....	13,000 00	
	<hr/>	9,500 00

*Lower Western Division.*

Ordinary repairs.....	18,000 00	
Deduct from appropriations for repairs after December 1, 1855.....	10,000 00	
	<hr/>	8,000 00

*Delaware Division.*

Ordinary repairs.....	50,000 00	
Re-building Tohickon and Gallows Run aque- duct, and repairing wheels at New Hope..	21,000 00	
	<hr/>	71,000 00
Deduct from appropriations for repairs after December 1, 1855.....	41,000 00	
	<hr/>	30,000 00

*Susquehanna Division.*

Ordinary repairs.....	34,000 00	
Shamokin dam .....	3,500 00	
	<hr/>	37,500 00
Deduct from appropriations for repairs after December 1, 1855.....	19,000 00	
	<hr/>	18,500 00

*West Branch Division.*

Ordinary repairs.....	21,000 00	
Re-appropriation of the sum appropriated last year for repairing Queens Run dam.....	8,000 00	
	<hr/>	29,000 00
Deduct from appropriations for repairs after December 1, 1855.....	12,000 00	
	<hr/>	17,000 00

*Lower North Branch Division.*

Ordinary repairs.....	36,500 00	
Re-building Fishing Creek aqueduct.....	16,970 00	
	<hr/>	53,470 00
Deduct from appropriations for repairs after December 1, 1855 .....	30,000 00	
	<hr/>	23,470 00

Total.....		<hr/> <hr/> 279,187 00
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To which should be added, for the purchase and preparation of materials for repairs, after the 1st of December, 1856, being in anticipation of, and to be deducted from, the appropriation for 1857.....

\$225,000 00

There will be required for motive power expenses, for the year ending November 30, 1856, the following sums, viz:

*Philadelphia and Columbia Railroad.*

For motive power expenses.....	\$360,600 00
For eleven new locomotive engines.....	118,000 00
For machinery at Parkesburg and Columbia shops.....	2,650 00
For additions to depot at West Philadelphia..	1,600 00
	<hr/>
	482,850 00

Deduct from motive power expenses after 1st December, 1855, per act of 7th May, 1855..	70,000 00
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\$412,850 00

*Allegheny Portage Railroad.*

For motive power expenses.....	130,000 00
For the purchase of two locomotive engines..	20,500 00
	<hr/>
	150,500 00

Deduct from appropriation for motive power expenses after December 1, 1855, per act of 7th May, 1855.....	30,000 00
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120,500 00

Total.....	
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533,350 00

For motive power expenses from December 1, 1856, to April 1, 1857, viz:

Philadelphia and Columbia railroad.....	\$80,000 00
Allegheny Portage railroad.....	20,000 00

\$100,000 00

To pay Pennsylvania railroad company for use of seven miles of their road.....	
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\$12,500 00

There will also be required for pay of collectors, weigh-masters, inspectors and for incidental expenses of their offices, until April 1, 1857.....

\$53,000 00

Lock-keepers, same period.....

53,214 00

\$106,214 00

## CANAL COMMISSIONERS' REPORT.

The appropriation required for the expenses of the Canal Commissioners' office is as follows:

For compensation of Canal Commissioners...	\$4,392 00	
Do.....Secretary .....	1,000 00	
Do.....Messenger .....	300 00	
For postage .....	265 00	
Stationery and advertising .....	150 00	
Cleaning, repairing of office and miscellaneous expenses.....	100 00	
Extra clerk hire.....	200 00	
	<hr/>	\$6,407 00
Repair of road and farm bridges.....		<u>\$16,000 00</u>
For payment of motive power debts on Allegheny Portage railroad, contracted in 1855,	\$25,110 58	
For payment of debts on Allegheny Portage railroad, contracted in 1855.....	7,766 75	
	<hr/>	\$32,877 33
For debts contracted in 1854 on the Upper Juniata division,		2,726 31
		<u>35,603 64</u>

The Board would also recommend the usual appropriation of \$50,000 for repair of damages by breaches or fire,



